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TORQUE TUBE

THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XVI • NUMBER 6 • JULY / AUGUST 1998



THIS EDITION FEATURING
McLaughlin-Buick

The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR

RENEWAL TIME! RENEWAL TIME!

This is the 6th and last issue of our 1997-1998 publishing year. Most members will need to renew. Check the label on the envelope this Torque Tube came in. If it reads 98 as most do, then it's time to renew! Membership in the 1937-1938 Buick Club is \$34 per year US, \$35 per year in Canada and Mexico and \$40 for everyone else. Overseas surface mail is \$35 per year. Please make your check out to the 1937-1938 Buick Club and send it to:

**1937-1938 Buick Club
1005 Rilma Lane
Los Altos, CA 94022**

For your convenience we have enclosed an addressed envelope for your payment. Thanks.

Our 1997-1998 year has set a new membership record for our Club. We now have 576 pay-

ing members compared to 558 last year. Thanks to all the members who introduced new members to our Club.

And in addition, the *Torque Tube* was recently awarded its second *Golden Quill* award by *Old Cars Weekly* as one of the best black and white car club publications.

Terry Sullivan (#1335) recently won a trophy showing his beautiful Corot beige '38 Special 4-Door sedan model 41 (*below*) at the Hillsborough, Ca. Concourse d'Elegance. Hillsborough, in the San Francisco Bay area, was where Bing Crosby lived. Congratulations Terry. And that's a sharp outfit you're wearing!

Had a phone call from an 88 year old man in Great Falls, MT who is still driving the 1937 Special 4 Door Sedan Model 41 he and his father bought new. He only drives the car during the summer and takes the bus during winter. It's been his only car for over 60 years!



TORQUE TUBE

FOUNDED IN 1980 BY DAVE LEWIS



I sent him a copy of the *Torque Tube* and hopefully he will join our Club.

This beige '38 Roadmaster sedan Model 81 belongs to **Andrew Leiser** (#1340) in Davis, California. Andrew writes: "My first memory of Buicks dates to about 1926 when I was 3 years old. I fell out the left rear door of our 1919 touring car (an old open sedan). I learned to drive about 1937 in a '31 Buick 4-door sedan with sidemounts. Currently I have four 'Better Built' autos, a '28 Country Club Coupe, the '38 Roadmaster, a '90 Station wagon and a '95 Roadmaster station wagon. Would one say that 'Buicks are in my blood?' Or was it that early fall on my head(?) that has made me Nuts about Buicks."



Regarding the centerfold in the March/April issue showing Goering driving up in a 1938 Roadmaster to be met by Hitler. Long time military collector and author Thomas Wittmann writes: "I believe the occasion here was the arrival of Goering for the signing of the French Capitulation in the Compiegne Forest. This was held on June 21st, 1940 and was the occasion when the French signed over the capitulation of their country in the same Railroad car in which the W.W.I Armistice was signed. Obviously, the delight on Goering's face reflects this momentous occasion for the Third Reich. The Buick automobiles were probably owned by the French Gov-

≡TORQUE TUBE≡

You can now find your '37-'38 Buick Club on the World Wide Web.

<http://www.classicar.com/clubs/buick/buick.htm>

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The **TORQUE TUBE**

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ernment as Goering would have come to Paris using his private railroad car and then would have needed transportation to Compiegne. This trip is about two and one-half hours by car."

Mike Maroney (#1226) reports the original AC 46 spark plug for '38 Buicks is no longer being manufactured. Mike says he now uses the AC R46S with good results. The R means it suppresses radio interference while the S means it has an extended tip. Mike says the heat range is the same as for the original AC 46. Thanks for the tip Mike.

The next photo on page 2 shows a blue '38 Roadmaster Phaeton Model 80C belonging to Carl Sable in Big Sandy, TX. He has owned it many years.

This cream '37 Special coupe (above) was owned by an American serviceman stationed in Japan. He sold it and it was recently imported into New Zealand. This car together with **Cliff Humphries** (#747) red '37 Special coupe (middle) are the only two '37 or '38 coupes I know of in New Zealand.

Gene McCoy (#573) in Floral Park, NY writes: "When it comes to getting the best service and used parts for our cars, you need look no further than our own **Dave Tacheny** (#997). He is most efficient and more importantly honest."

Sam Mahle (#1187) in Pennsylvania seconds Gene's praise. He writes: "I want to thank **Dave Tacheny** for helping me restore the '37 Century Coupe that I drove while in college 30 years ago. Dave helped me out with some necessary parts in

a timely manner, and was always honest in our transactions."

Steve King (#776) in Indiana requests information from members who have put radial tires on a '37 or '38 Buick. If so, any special wheel preparations? And how did it work? You can reach Steve at (317) 881-8303.

Many of our members have used a company called UVIRA in Merlin, OR, to restore their head-

light reflectors. UVIRA is still in business, but they no longer do headlight reflectors. They told me to contact Vintage Lamp Repair, also in Merlin, OR. Well, I sent a pair of reflectors over a year ago. After

many letters and phone calls, I finally got them back unfinished. So think twice before using Vintage Lamp Repair! I'll probably have my reflectors re-silvered. One company that does this is

Steve's Auto Restorations, 4440 SE 174th, Portland, OR 97236-1381. Their phone number is (503) 665-2222.

This photo (left) of a '38 Buick was once owned by Bob Miller in Pennsylvania. The photo was taken in 1951 when he was a teenager.



The car has a sealed beam headlight conversion, sharkstooth grill guard, blackwall tires and the running board trim strip is missing. Bob says that he has owned many Buicks over the years. We met while on a W.W.II history tour in Europe last May. Bob and his wife now live in Beverly Hills, Florida.

In keeping with our continual search for '37-'38 related historical material, this next photo (top) shows a '38 Roadmaster in the Soviet Union during W.W.II. It appeared in a new book called "Operation Barbarossa".

That was the German code name for the invasion in June, 1941. The Roadmaster belonged to Italian General Messe. Note the turn signal arm on the cowl beltline trim strip, the General's flag by the headlight, the blacked-out headlight and the wood sticks to help the car if it got stuck in the mud. The book incorrectly calls this car a Packard.

This is my Sudan (light) blue 1937 Century Sport Coupe Model 665 (middle). It's parked next to a house built in 1900. It has the accessory center sharkstooth grille guard and fog lights. The car is registered with 1937 California license plates. There is also a license plate holder on right side of the car. It has a "Buick Century" sign. I use this to help

prevent rocks from flying up and chipping the fenders. Chipped front fenders are a very common problem, but

the two license plates help shield the fenders from flying rocks. They act as stone guards, helping to reduce the number of fender chips.

This bottom photo appeared in the Los Angeles

Times along with a long article about Uruguay as a treasure trove of ancient autos. Some automobiles that would be at in US museums are commonplace on the roads of Uruguay. The 1938 Buick coupe is but one example. Thanks to **Hal Durian** (#818) in Southern California for sharing this information.

These two '38 Buick Special 4-Door Sedans are awaiting rescue in a shed at Graveyard II Auto Parts, 3383 Kuhn Rd., Coldwater, Ohio 45828. Phone (419) 586-1367. The photo (top of page 5) is from **Cars & Parts**

magazine. If you'd like to subscribe to this fine car hobby magazine contact Customer Service at 1-800-448-361, or visit their web site at: **www.carsandparts.com** or buy it at your local full service magazine stand.

This 1937 photo (middle of page 5) shows world heavyweight boxing champion James J. Braddock at his training camp preparing to defend his title against Joe Lewis.



Braddock, already the owner of a Roadmaster, is shown taking delivery of a new Buick Century. (Note the ivory colored steering wheel. Most 1938 Centurys came with a mahogany colored wheel). On June 22, 1937 in Chicago, Joe Lewis defeated Jim Braddock for the heavyweight title.



Greg Field (BCA #1) was selling some parts at the Nationals. He had two NOS 1938 **BUICK 8** trunk badges. The paint was translucent red. This color was also used on the '38 front bumper badge except for the "8" which was black. **Keith Korbut** (#1025) reports Tamaya Translucent Red model paint works well.

Ron Stimson (#939) in Ohio reports his 1937 Special Convertible Coupe had its original interior when he bought it. It had leather seats and arm rests with everything else leatherette (vinyl).

Charlie Ross (#1015), the Director of the **Minute Man Chapter (MMC)** of the **BCA** that put on the National Meet in Danvers, MA in July writes: "I would like to thank every one of you



Jim Knox (#1342) in Palmdale, CA (bottom) found this '37 Century Sedan while driving his big rig (truck) through Colorado. He saw it was for sale, but passed it by. But he kept thinking about the car and finally returned and purchased it. His son presented him with 28 **Torque Tube** back issues, so Jim is reading them to help restore his car.

This edition of the **Torque Tube** features '37-'38 McLaughlin-Buicks. You'll find several articles plus the front and back covers on these Canadian built Buicks. We have 25 members who own



McLaughlin Buicks.

Again a reminder, most members subscriptions expire with this issue. If your mailing labels reads '98, you will need to renew now! Thank You.

Harry

Cover Cars

Depending on the weather in your location, this time of year, our cover photo of a rain-spattered 1938 McLaughlin-Buick front bumper badge just might give you some cool relief. It must have been a difficult task to fit the 10 letters in McLaughlin with the 5 letters of BUICK. Today, most Canadians are surprised to see the McLaughlin-Buick name badges as they haven't been used for over 50 years. Thanks to **Bob Ward** (#114) in Ontario, Canada for taking this photo. This ad for a 1937 McLaughlin-Buick, on our back cover, is interesting because even though it is supposed to be a Canadian Buick, it has American hubcaps, wheels and emblems. I guess there wasn't enough money in the budget to make separate ads for the small Canadian market. Thanks to **Richard Parkes** (#169) for sharing this ad.

CANADIAN BUICKS

A McLaughlin-Buick Primer

By Ross McConnell - Edited from the April, 1987 Torque Tube

The McLaughlin Carriage Company in Oshawa, Ontario, Canada was founded in the 1870's by Robert McLaughlin. They built horse drawn wagons, carriages and sleighs. In the early 1900's they decided to make automobiles. Around 1907, Robert's son Sam reached an agreement with Billy Durant to use Buick engines in their cars. This was the forerunner of McLaughlin-Buick, which eventually became General Motors of Canada. Sam McLaughlin was still chairman of GM of Canada at his death in 1972 at the age of 100.

Canadian-built Buicks were called McLaughlin-Buicks until World War II. Unlike the Australian Holden, which had the steering wheel on the right, its own body, bumpers and interior, the McLaughlin cars resembled US Buicks quite closely. There were, however, some differences in the running gear and the series and model numbers were different.

Today, with Canadian and US built cars traveling freely across the border, it is hard to

understand why there was a need for General Motors of Canada. The answer was customs duty. Great Britain had a heavy tariff on imported cars, but those made in the British Commonwealth of nations were exempt; thus most of the Buicks coming to England were

McLaughlins. They were advertised as "Products of the Empire."

So General Motors used McLaughlin's large plant in Oshawa to supply the Canadian market as well as the British Empire with General Motors Products of all types except Cadillac.

The Buick was Sam McLaughlin's favorite and the only marque to bear his name. It was more prominently displayed in 1938 than any other year. Most Canadians themselves are always surprised to see the McLaughlin-Buick badges, as they disappeared over 50 years ago.

When you consider the low vol-



ume of production (1938-5,081 McLaughlins vs. 179,000 US Buicks), plus a climate not very friendly to old metal, the weird accessory differences, paint colors and mechanical parts, the restoration of a US Buick is a piece of cake in comparison. I have tried to list the differences between the two cars as they appeared in '37 and '38.

EXTERIOR TRIM:

The McLaughlin-Buicks had half-moon hubcaps with three ridges around the edge. They were not scalloped like '38 US ones. The front bumper badge and trunk badge had the words **McLAUGHLIN-BUICK**. The data plate on the firewall reads "*Fisher Body of Canada.*"

PAINT COLORS:

Black, dark blue, dark green, gray and dark maroon with completely different name designations, but the same DuPont formulas.

Interior dash and window garnish moldings, horizontal wood grain in light walnut on Special only. Other series I believe were similar to US Buicks.

Engine color was Buick Green, but the valve cover and push-rod covers were black. Interior fabrics seemed to follow US colors and materials.

ACCESSORIES:

Electric clock was standard. The radios were the same. If you didn't order a radio US

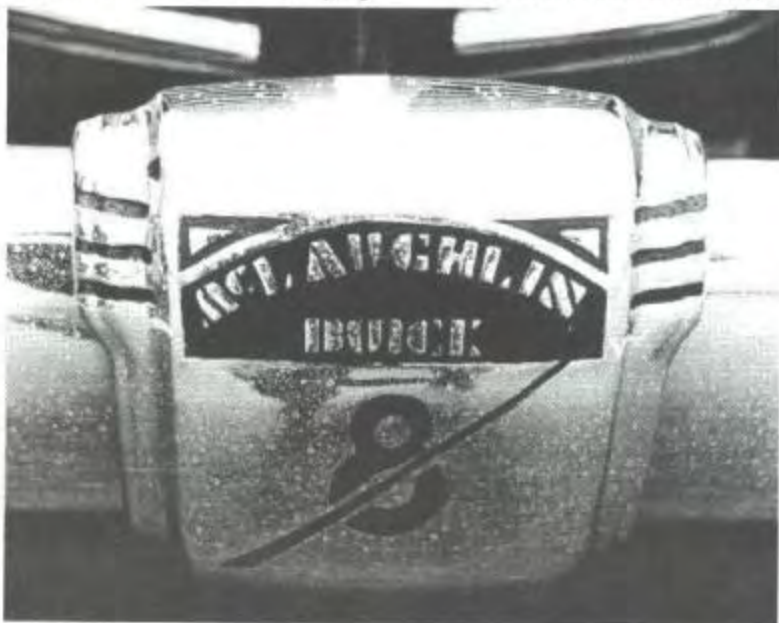
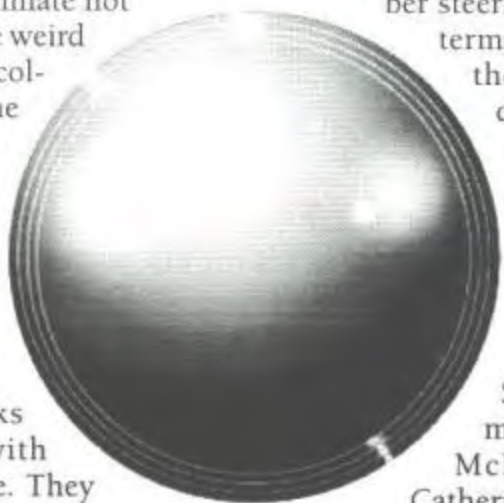
coverplates were used. Three spoke hard rubber steering wheels were common. Aftermarket GM radio mounted on the firewall and connected to dash controls by flexible cables. Heavy duty oil bath air cleaner on all models shipped West of Ontario. Heater was still an accessory, but standard on all cars.

MECHANICAL: (Electrical)
Starter motor and generator manufactured in Canada by McKinnon Industries, St. Catharines and identified as such.

NON-INTERCHANGEABLE CANADIAN/US MECHANICAL PARTS:

- Wheels are Chevrolet truck using 6 studs with left hand threads on the left side and right hand threads on the right side.
- Support steering knuckles, brake drums, wheel hubs were all Chevrolet truck.
- Differential ring and pinion, axle shafts and gears will not interchange; these parts are probably Chevrolet truck.

As you can see, the differences are far from startling. The casual observer looking at a row of Buicks would not notice the differences unless they looked closely.

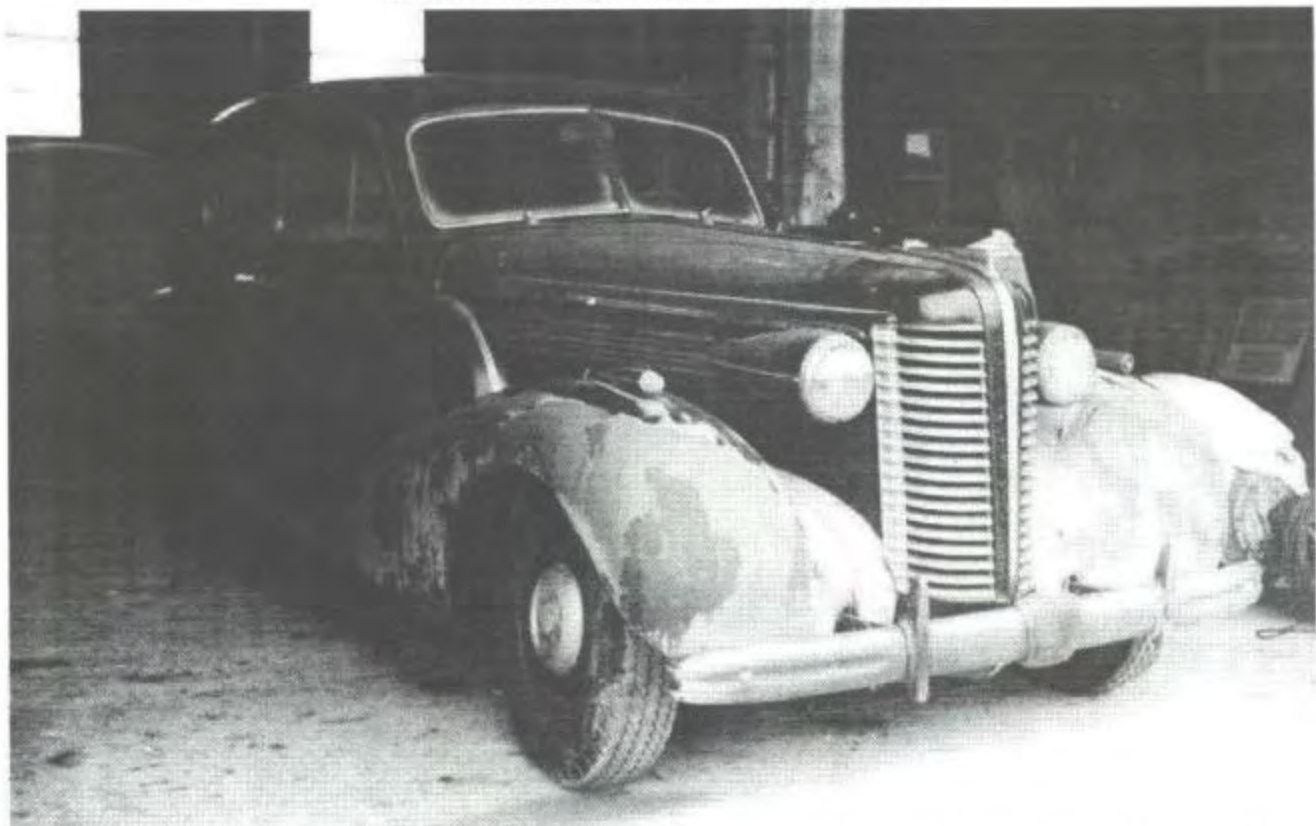


For more information contact:

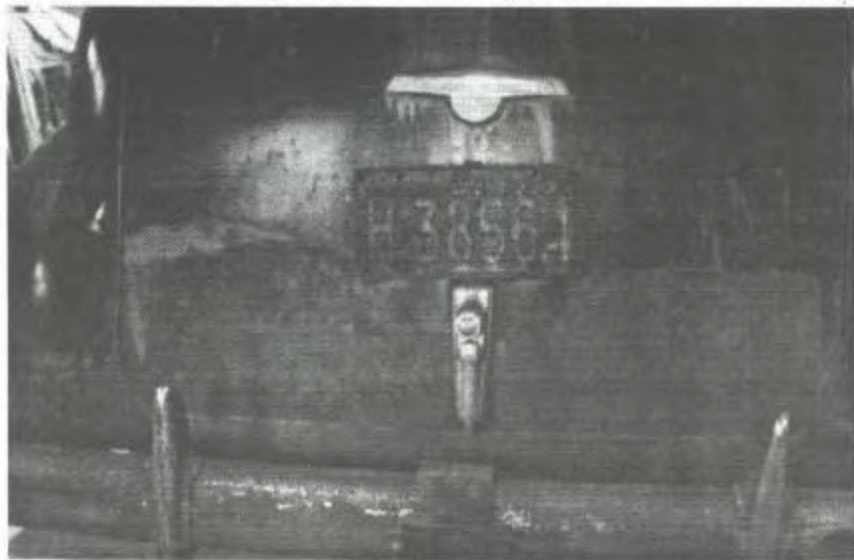
McLaughlin Buick Club of Canada
220 Industrial Parkway South, Unit #6
Aurora, Ontario
Canada L4G 3V6

Another McLAUGHLIN-BUICK HAS SURFACED

E.W. Scrivener (#1069)-Ontario, Canada



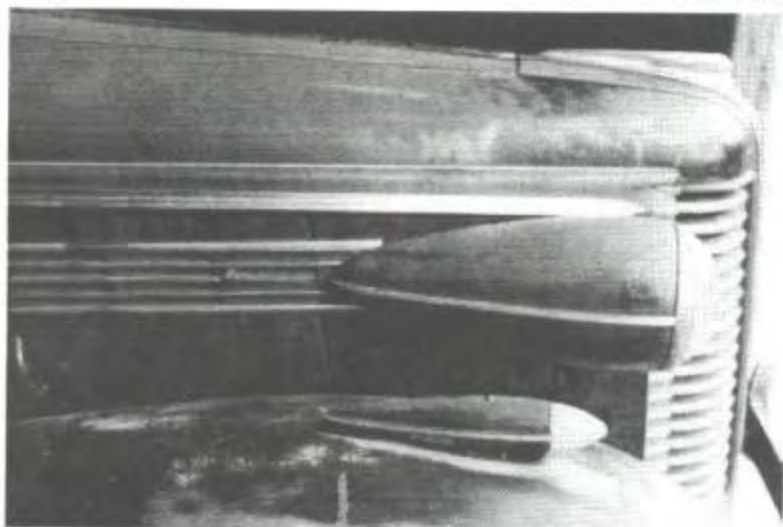
This car was at a farm auction near my home in Ontario. It was advertised as a **1937 Buick-McLachinel**. When I saw the car, it was obviously a 1938, a McLaughlin-Buick Roadmaster with dual sidemounts. The owner had died in 1959 and his widow parked the car in a shed, never to be driven again.



The 1959 license plate was still on the car. It starts with the numbers **38**, the odometer reads 46,2**38** and it sat for **38** years before I purchased it in 1997! No one at the auction knew the significance of this car and so I became the new owner at very little expense.



However it has suffered due to sitting on a dirt floor in the Canadian weather all these years. Everything appears to be original except the radio. It's an unusual old GM after-market job.



The car's firewall data plate reads:

Serial No.	848190131
Engine No.	3417334
Trim No.	242
Paint No.	800
Body Serial No.	35
Model No.	8-48-19



Canadian GM data plates were different from the US. The five digits of the Model No. (8-48-19) gives the vital information on the car:

- 8**.....Last number in the year of production i.e. 1938.
- 4**.....GM code for McLaughlin-Buick.
- 8**.....First number of series (80 Roadmaster).
- 19**.....Code for a 4 door sedan.

Buick National Meet

DANVERS, MASSACHUSETTS JULY, 1998

The meet was held in Danvers, MA. along Boston's North Shore. The weather was good with plenty of sun and blue skies. There were nearly 400 cars registered and almost 700 people for the banquet dinner. There were 3 1937's, 12 1938's and 22 1940's, the largest class.

In addition to the BCA Meet, there were some very interesting nearby places to visit such as Salem, famous for the witch trials back in 1692. About 25 people were hanged for being witches. Salem also has the house that author Nathaniel Hawthorne was born in 1804. He wrote "*The House of the Seven Gables*" and "*The Scarlet Letter*."

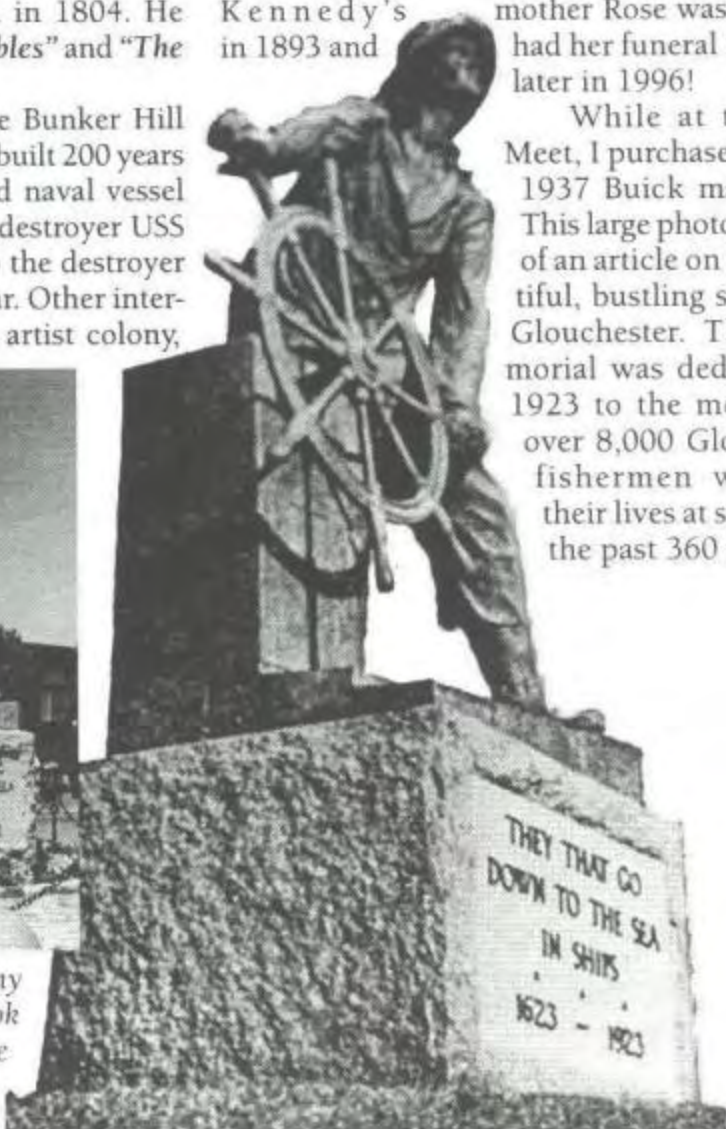
Other interesting places were Bunker Hill and the nearby USS Constitution, built 200 years ago. It's the oldest commissioned naval vessel in the world. Also there was the destroyer USS Cassin Young, nearly identical to the destroyer I served on during the Korean War. Other interesting towns were Rockport, an artist colony,

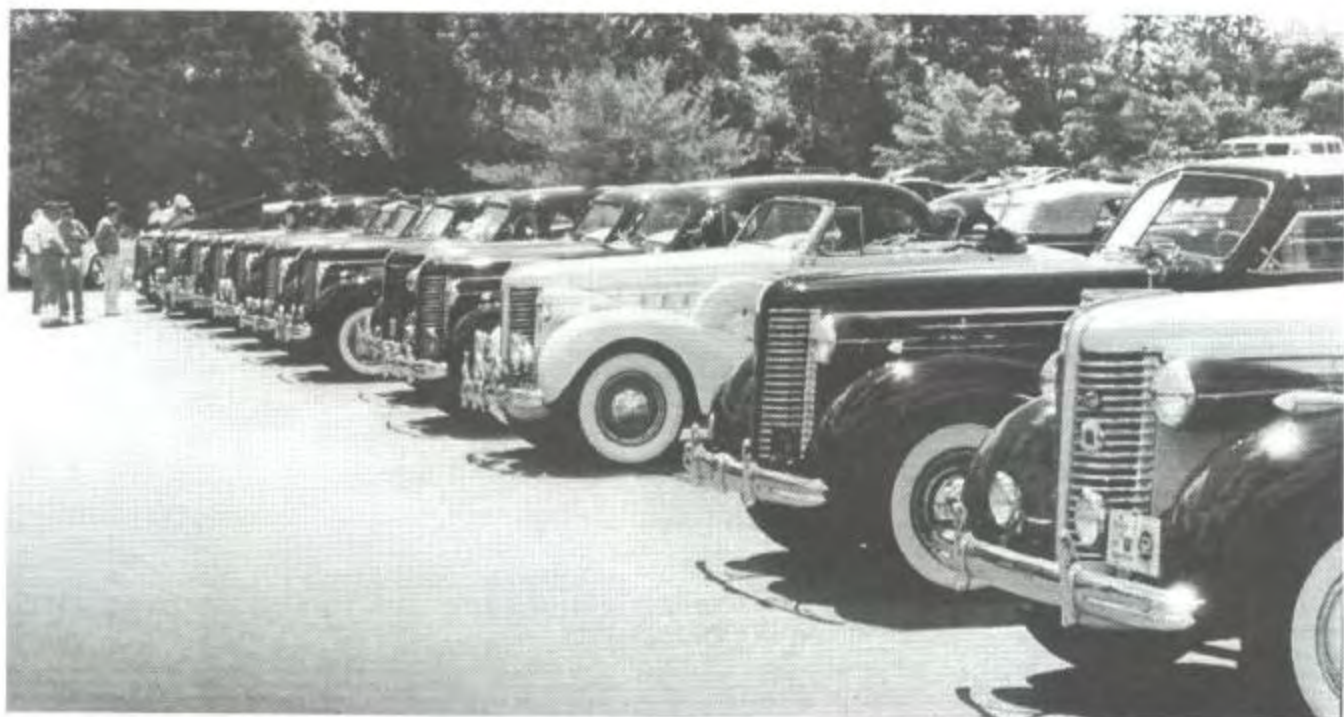
Gloucester, Lexington, Concord and Walden Pond. In Boston, we walked part of the Freedom Trail, a red path painted on the sidewalk. We walked from Boston Common (*the first park in America*) to the Old North Church, Paul Revere's house and some very old cemeteries with famous deceased inhabitants such as John Hancock, John Adams and Ben Franklin's parents. We passed the historical home where Franklin was born on Milk Street. We also went to St. Stephen's Catholic church where President Kennedy's mother Rose was baptized in 1893 and had her funeral 103 years later in 1996!

While at the BCA Meet, I purchased several 1937 Buick magazines. This large photo was part of an article on the beautiful, bustling seaport of Gloucester. The memorial was dedicated in 1923 to the memory of over 8,000 Gloucester fishermen who lost their lives at sea during the past 360 years.



Gloucester is near Danvers, so my wife and I visited the seaport and took this photo of me next to the same memorial 61 years after the Buick magazine article was published.

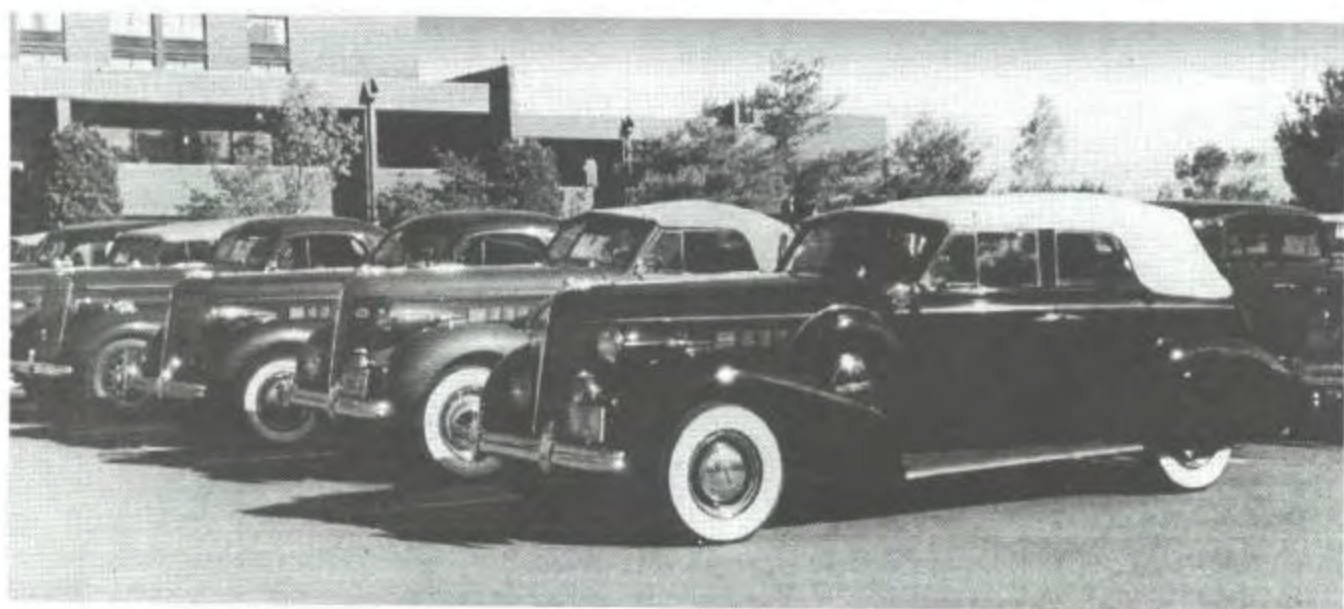




There were twelve 1938's including four convertible coupes, two Specials and two Century's. This is the most '38 Buick's I've ever seen in one place. There were so many that '38's had their own class while the '36's and '37's were in the same class.

Buick National Meet

DANVERS, MASSACHUSETTS JULY, 1998



There were three 1937's at the meet, two Century's and one Special convertible coupe Model 46C owned by **Ben Berman** (#579) in Virginia. The two Century's were **Bill McKenney's** (#1126) black Convertible Sedan Model 60C with fender skirts and **Paul Cook's** gray sport coupe. It was unrestored and has been in his family for many years. His mother and father used this car on their honeymoon!



Joe Bettis from Vermont brought two '38 Century Convertible Coupes, one black with sidemounts and one blue with plain fenders.



This unusual '38 was custom bodied in France by coach builder Henri Binder. It was purchased 8 years ago by **J. W. Pascoe** (#881) in Michigan from the estate of Ernest Stern. Mr. Stern brought it to the US from Europe in 1971. It is pictured before restoration on page 170 in George Damman's book "Seventy Years of Buick."

Thanks to all our members who displayed their cars. And to the **Minute Man Chapter** of the **BCA** for all their hard work putting on such an enjoyable meet. You made a lot of visitors like me very happy.

1998 EASTERN CLUB MEET & TOUR

HISTORIC ROSCOE VILLAGE, COSHOCTON, OHIO

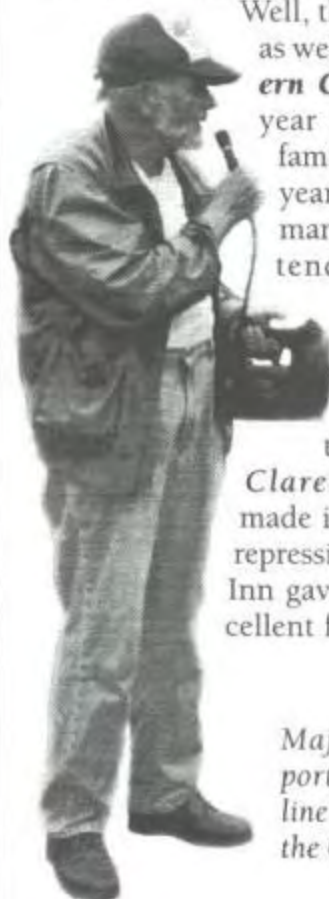
By Bill Olson (#427) - Columbus, Ohio

Those who remember the year the Pittsburgh Pirates baseball team won the World Series (and that, I assume, is most of us even though it was some time ago) may also remember Willie Stargell's rallying cry: "We are family!"

Well, that could be said as well about the **Eastern Club Meet**. Each year it's like a grand family reunion. This year, as in the past, many "regulars" attended and some new "cousins" joined us. Moreover, unlike last year, this time "Uncle Clarence" Hoffman made it and was his irrepressible self. The Roscoe Village Inn gave us good service and excellent food, strolling through the

historic town was lots of fun, and the weather was cool.

Touring the Ohio "Amish Country" was a pleasant surprise to many of the participants; several times during the tours I heard over the CB:



Major-domo Olson, using portable bull-horn, tries to line up the cars for photos at the Ohio Central RR.



A fine line-up of '37 & '38 Buicks at the Ohio Central Railroad in Sugarcreek.

"Gosh, what beautiful countryside." It is beautiful: rolling hills, woods, and well-kept farms. The sight of an Amish farmer working his fields behind a matched pair of Belgian mares seem to restore one's faith in the basic goodness of mankind. The rust belt, urban sprawl, and interstate highway construction (the last an inevitable feature of Ohio summers) seemed a lifetime away.



José Pardo's car in front of a locomotive

(continued from page 13)

Our Friday tour was a treat for steam locomotive fans, a group that includes most antique car fans. After a pleasant drive of 45 minutes we arrived at the Ohio Central Railroad "depot" in Sugarcreek. Ohio Central (which is a regional freight hauler) is owned by a "railroad nut" who, in addition to running a business, has preserved several steam locomotives and other stuff.

The railroad runs a daily (except Sunday) "excursion" behind ex-Canadian Pacific No. 1293, a "modern" steamer built in 1948 and still in excellent condition. Through the courtesy of the railroad's personnel, we were allowed to photograph each car with the locomotive as background. And each participant whose car was photographed received a print as a souvenir.

Seen from a distance, steam locomotives don't seem all that big, but park your car next to one and the car instantly looks like a Crosley or a Morris Minor. The train ride, covering only 12 miles (19 km) but lasting an hour, was enlivened by the patter of the conductor, a young man who obviously enjoys his work. He gave us a combination of information on Amish-country life and groan-producing puns. (Curiously, at the 1997 meet we toured another Canadian Pacific survivor, the Great Lakes steamship "Keewatin.")

This little adventure was followed by an excellent lunch at Beachy's Country Chalet, which features hearty Swiss and German specialties and of course, lots of home-made pies.

Saturday's tour gave us another scenic drive and a little taste of Amish life. Yoder's Amish Home in Millersburg features two Amish farmhouses, one typical of 19th Century life and one of today, a barn with animals tended by people who value farm animals highly, and informative tour guides. The modern Amish house tour concluded with the opportunity to watch an industrious lady who thinks nothing of turning out hundreds of loaves of home-made bread each week, and the opportunity to fill bags with the results of her labors, as well as Amish cookies, jams, fudge and other goodies, all at very modest prices.

The crowd then dispersed on several separate mini-tours. One popular destination was Lehmann's Hardware in Kidron, Ohio, which serves the surrounding Amish communities and has some interesting merchandise, to say the least: woodworkers, how about a "scorp" or a "slick" or a very large drawknife?; ladies, how about pots big enough to make lunch for 40 hungry men at a barn-raising? They've got 'em and much more. (Not needing a scorp, or a two-foot wide skillet, or even a kerosene lamp, but not wishing to come away empty-handed, I bought a hat.)

I can't conclude this report without special mention of my dear friend **José Pardo** (#558), who joined us this year with his wife Stella, all the way from South America. José, as some of you know, is the present owner of a '37 Roadmaster



Frank Wrenick's dark gray with red rims 38-41 in front of a 1930's building and Canadian Pacific 1293.

which I once owned and named "Freya," after the Norse goddess of beauty and love. Aptly enough, José has lovingly finished the restoration which I and a few prior owners could never seem to conclude, and the car is now in Cali, Colombia. The Pardo's flew to

Minnesota, where José added to his collection of '37's by purchasing a nice unrestored coupe, which he drove to Ohio and down to Florida. The coupe ran fine, but highway speeds tended to dislodge junk from the inside of the fuel tank, and José had to stop every 20 miles or so and blow out the fuel line. On one such stop, he had an interesting interview with a state police officer, who seemed to believe José had stolen the car, but finally was persuaded otherwise.

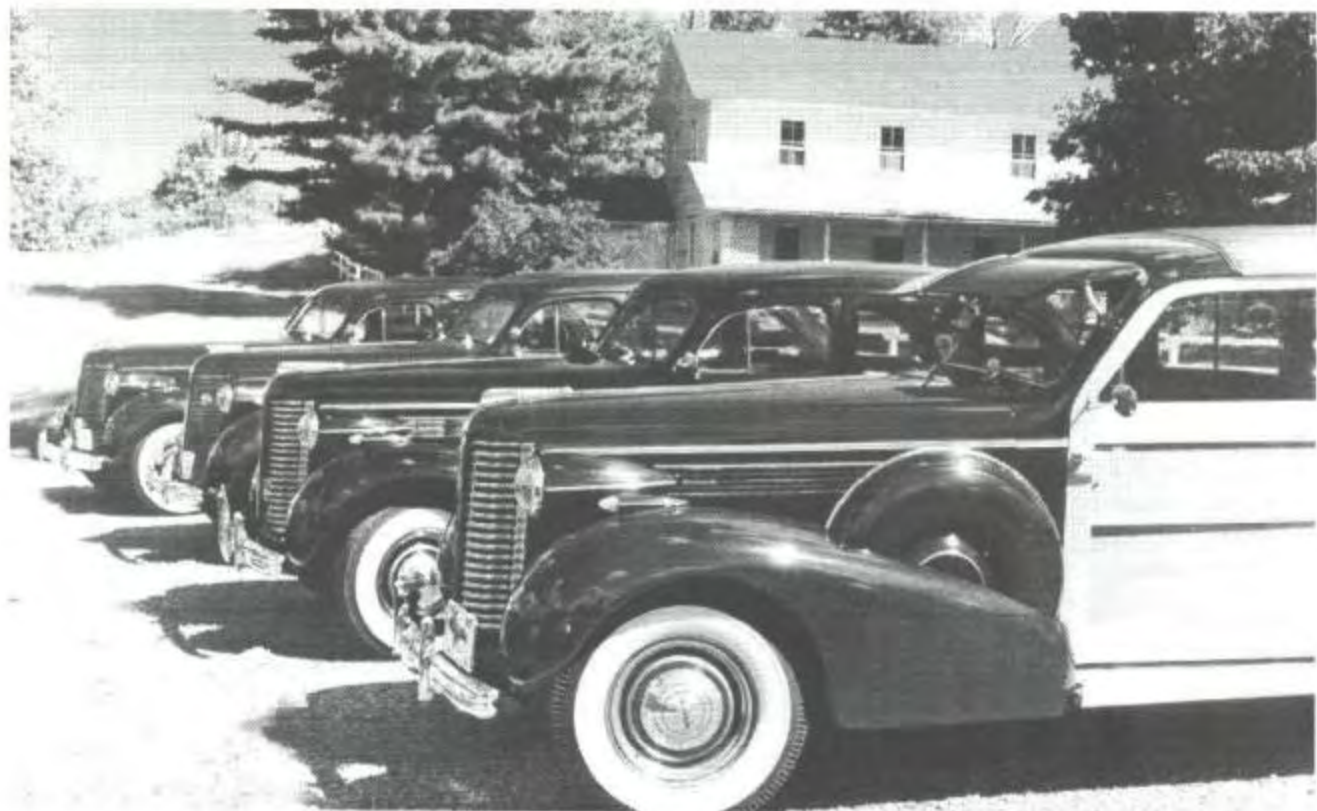
After a while, José got really good at this line clearing, and came through each day's tours with



Karl Anderson (#47), as usual in a jaunty pose with his 37-46C.

are always great fun, and this year's was one of our very best. As the chief planner of it, I will take some of the credit for that, but certainly not all. Everywhere we went, we were accommodated with cheerful courtesy; folks in Ohio's "Amish Country" are just plain nice!

NOTE: The 1999 Eastern '37-'38 Meet will be held May 19-22 in French Lick, Indiana. This is a 4 day meet with 3 days of touring. We will be staying at the French Lick Springs Resort (\$84/night). More details to follow. **Steve King (#776)** is organizing this meet.



A line-up of cars at Yoder's Amish Home in Millersburg

only minor delays. Inasmuch as José is probably the most intrepid antique car driver I've ever known, I'm sure he got safely to Florida. We'll hear the story from him in the next issue.

No matter where we have 'em and what we do, these meets

BUICK

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PAGE NO. 1

PARTS RELEASE AND CHANGE NOTICE

EFFECTIVE May 1 1938

BUICK MOTOR DIVISION
GENERAL MOTORS SALES CORPORATION

FLINT, MICHIGAN

NUMBER		DESCRIPTION	LIST PRICE
GROUP	PART		
1938 McLAUGHLIN-BUICK			
<p>Owing to the non-interchangeability of some of the units installed on Canadian manufactured cars and the United States manufactured cars, we have compiled a list of units with their corresponding United States and Canadian part numbers which should enable dealers to determine which parts are not interchangeable before disassembly, also, to know how to order these parts when necessary. Parts not shown in the following list are identical on both Canadian and United States built cars.</p> <p>The parts contained in the following list, under a General Motors of Canada part number, should be ordered direct from the General Motors Products of Canada, Ltd., Oshawa, Ontario, Canada.</p>			
	Canadian Part No.		Buick Part No.
0.386	1791077	Cover, Valve Rocker Arm	1938-40 1394374
	1791078	Cover, Valve Rocker Arm	1936-60-80-90 1394375
0.416	131674	Nut, Spark Plug Cover & Valve Rocker Arm Cover	1938 1287779
2.259	1789254	Cover, Spark Plug	1938-40 1290999
	1789256	Cover, Spark Plug	1936-60-80-90 1288746
2.341	1781201	Strap, Battery Ground	38-40-60; 38-80-90 LHD 1304770
	1791222	Strap, Battery Ground	38-40-60; 38-80-90 LHD 1304770
	1791653	Strap, Battery Ground	1938-80-90 RHD 1303565
2.342	1791316	Wire, Battery to Starter Switch	1938-80-90 LHD 1305091
	1791326	Wire, Battery to Starter Switch	1938-40-60 1304763
	1791578	Wire, Battery to Starter Switch	1938-80-90 RHD 1303564
3.001	1791233	Gas Tank	1938-40-60 1304144
	1791235	Gas Tank	1936-80-90 1304182
5.386	1804679	Axle, Rear	1938-90 1396443
	1804693	Axle, Rear	1938-80 1396442
	1804709	Axle, Rear	1938-40 1396440
	1804710	Axle, Rear	1938-60 1396441
5.420	1804673	Axle Shaft, Right	1938-80-90 1396450
	1804674	Axle Shaft, Left	1938-80-90 1396451
	1804701	Shaft, Axle, Right	1938-40 1396406
	1804702	Shaft, Axle, Left	1938-40 1396407
	1804705	Shaft, Axle, right	1938-60 1396406
	1804706	Shaft, Axle, Left	1938-60 1396407
5.447	905306	Bearing, Pinion, Front	1938-40-60 905126
5.453	593064	Sleeve, Rear Axle Pinion Bearing Lock	1936-40-60 1303375
5.503	1804247	Differential & Gear	1938-40 1396402
	1804677	Differential & Gear	1938-90 1396423
	1804694	Differential & Gear	1938-80 1396422
5.529	1804220*	Ring & Pinion	1938-40 1394387
	1804242*	Ring & Pinion	1936-60 1394388
5.536	127961	Bearing, Differential	1938-40-60 149520
5.537	472542	Adjuster, Differential Bearing	1938-40-60 1283600
5.803	1788199	Steel Wheel - Primed	1938-40 1303945
5.809	1788354	Brake Drum	1938-40 1293548
	1788910	Brake Drum	1938-60 1300706
5.812	358501	Bolt, Front Wheel to Hub	1938-40-60 1292182
	497992	Bolt, Front Wheel to Hub	1938-40-60 1292182
5.858	1788376	Cap, Hub	1938 1302899
6.020	1791279	Knuckle, Steering, Right	1938-40-60 1294234
	1791280	Knuckle, Steering, Left	1938-40-60 1294235
6.022	1765429	Nut, Steering Knuckle, Right	1938-40-60-80 150252
	1765429	Nut, Steering Knuckle, Left	1938-40-60-80 150253
6.023	1788292	Support, Steering Knuckle, Right	1938-40-60 1297864
	1788293	Support, Steering Knuckle, Left	1938-40-60 1297865
6.024	231983	Bushing, Steering Knuckle Support	1938-40-60 231983
6.169	231997	Bushing, Knuckle Support Lower Arm Shaft	1938-40-60 1304860
6.178	500863	Bushing, Steering Knuckle Pin	1938-40-60 500863
6.203	231210	Pin, Steering Knuckle King	1938-40-60 1286029
6.306	1788182	Hub & Drum, Front	1938-40 1291516
	1788183	Hub & Drum, Front	1938-40 1291516
	1788912	Hub & Drum, Front	1938-40-60 1297676
6.314	909532	Cone, Front Wheel Bearing, Inner	1938-40-60 909542

Cont'd.

PARTS BOOKS SHOULD BE CHANGED TO AGREE WITH THIS SHEET

NON-INTERCHANGEABLE CANADIAN AND US PARTS

Technical TIPS

In May, 1938 Buick put out a "Parts Release and Change Notice" which listed all the non-interchangeable parts. The Release states: "Parts not shown in the following list are identical on both Canadian and United States built cars." Thanks to Jerry Barton (#281) in Enumclaw, Washington for sharing this information displayed here on pages 16 & 17.

FORM S. P. S. 10.03

BUICK

NUMBER 134

NO. PAGES 2

PAGE NO. 2

PARTS RELEASE AND CHANGE NOTICE

EFFECTIVE May 1 1938

BUICK MOTOR DIVISION,
GENERAL MOTORS SALES CORPORATION

FLINT, MICHIGAN

NUMBER		DESCRIPTION	LIST PRICE
GROUP	PART		
	Canadian Part No.		Buick Part No.
6.326	1788234	Packing & Retainer, Front Wheel Bearing	1938-40-60 231713
6.330	370262	Cap, Hub Grease Retaining	1938-40-60 1286121
7.422	500429	Bumper, Front Spring	1938-40-60 231737
7.840	1791367	Monogram, Front Bumper	1938 1304275
9.766	1788987	Ash Receiver, Right	1938 1304270
	1788988	Ash Receiver, Left	1938 1304271
9.945	1791332	Monogram, Trunk	1938 except BOC-87 1304624
	1791332	Monogram, Trunk	1938-BOC-87 1304654

* 1804220 and 1804242 are the drive pinions only. Buick carries these parts as an assembly with the ring gear.

... PERFORMANCE

... SAFETY

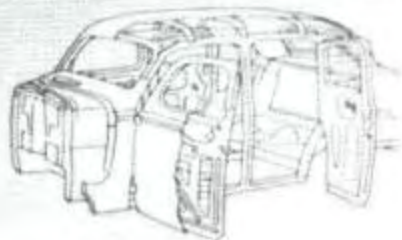
Prove

la SÛRETÉ... la PERFORMANCE

...prouvent que C'EST ENCORE

LE McLAUGHLIN-BUICK POUR 1937

IT'S McLAUGHLIN-BUICK AGAIN for 1937

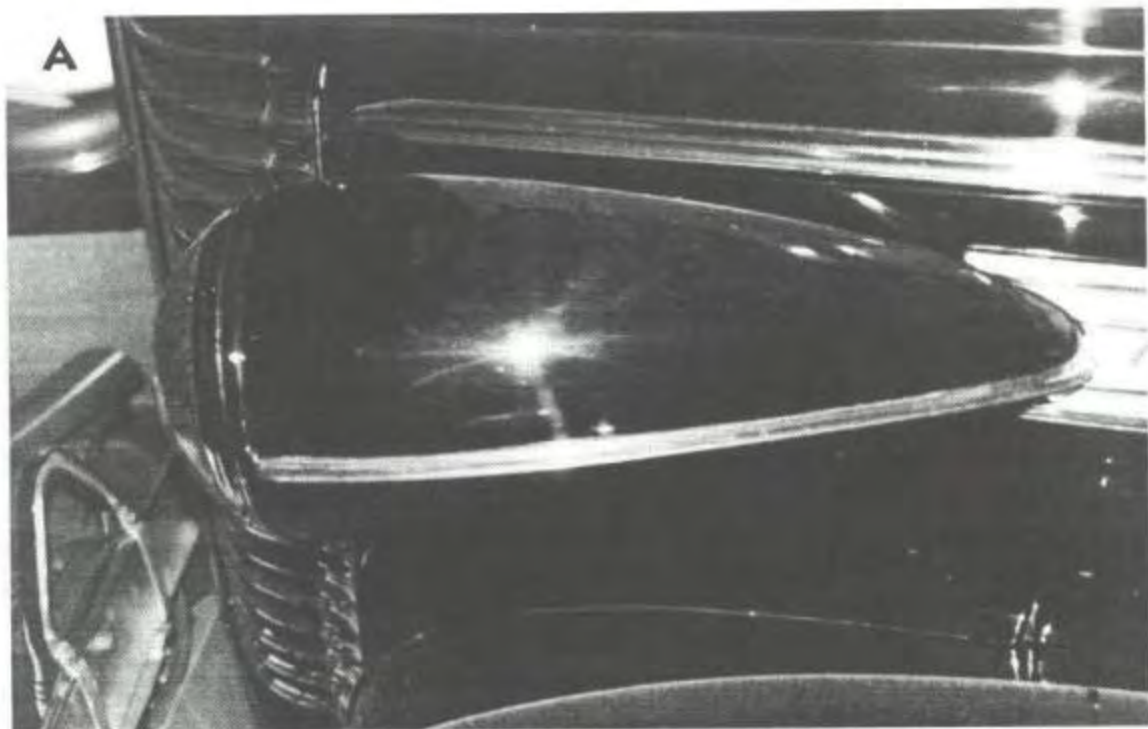




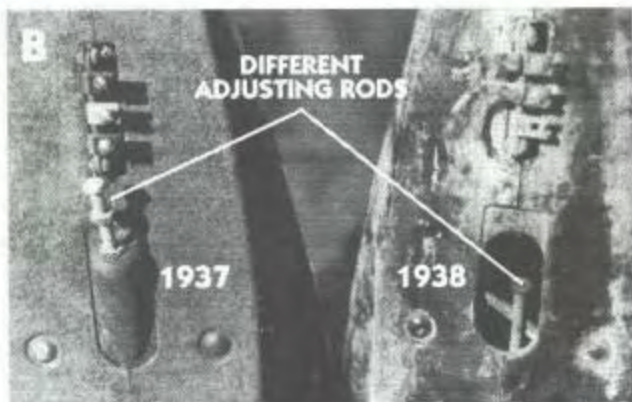
Technical TIPS

RESTORING YOUR HEADLIGHTS

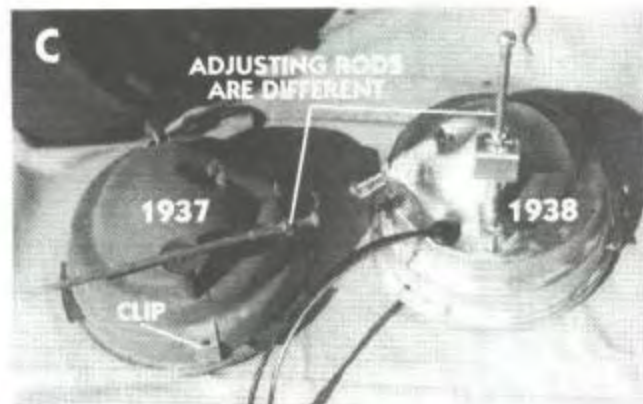
By Harry Logan (#651)-Los Altos, CA



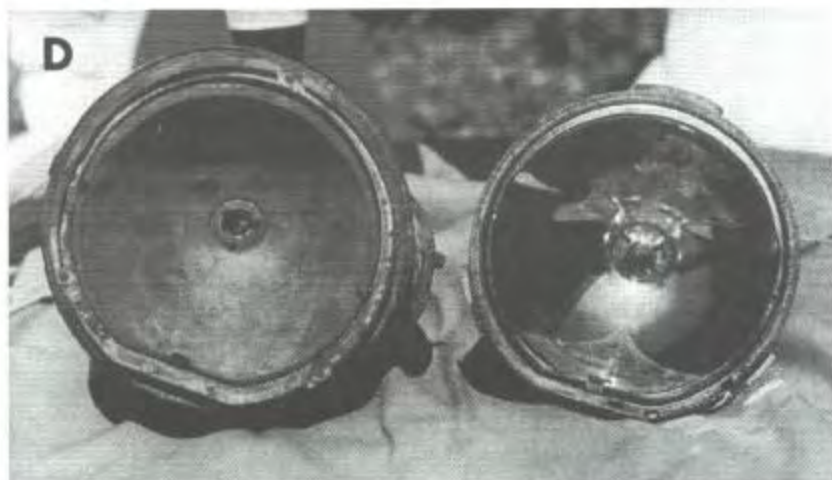
A. 1937 and 1938 headlights are nearly identical, so this discussion applies to both. To get at the interior, start by removing the lens. To do this, loosen the screw at the bottom of the stainless bezel. Then remove both the bezel and lens. Remember, the lenses are marked at the bottom "left" and "right", so be sure to reinstall them correctly.



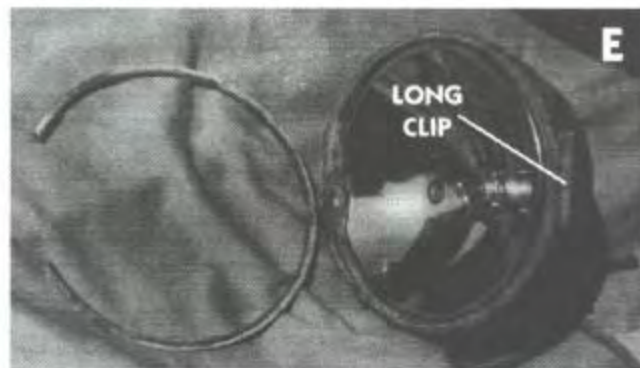
B. The main internal difference is the '37 (left) and '38 (right) have different types of screw mechanisms to adjust the side to side deflection of the beam during headlight alignment.



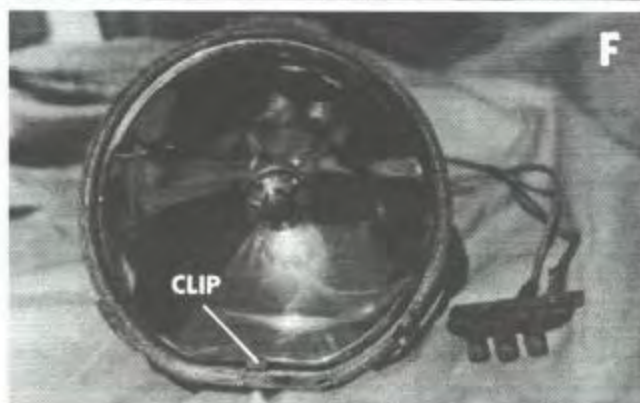
C. The 1937 bucket (left) uses a long screw to push against a round, spring loaded disc to adjust the light. The '38 (right) uses a different arrangement to do the same thing. Also note the '37 bucket has two clips (one shown) that hold the bucket in the headlight case. You must depress these clips to remove the bucket.



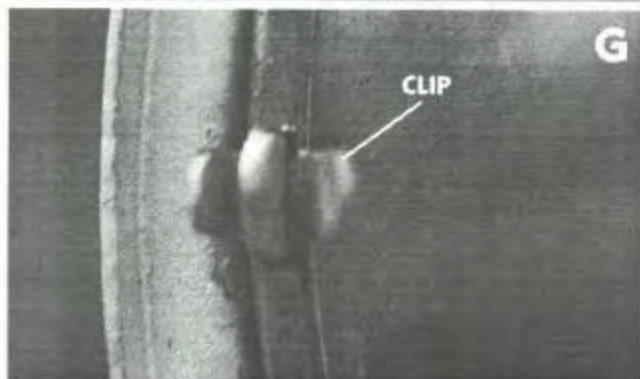
D. After removing the lens and stainless bezel, you should see the bucket and reflector inside the case (*left*). To remove the bucket, use a screwdriver to unsnap the 3 long metal tabs around the edge of the bucket. If you have a '37 light, you'll also have to release the two side clips by running a screwdriver through the holes in the top edge of the case and press the clips inward as you remove the bucket.



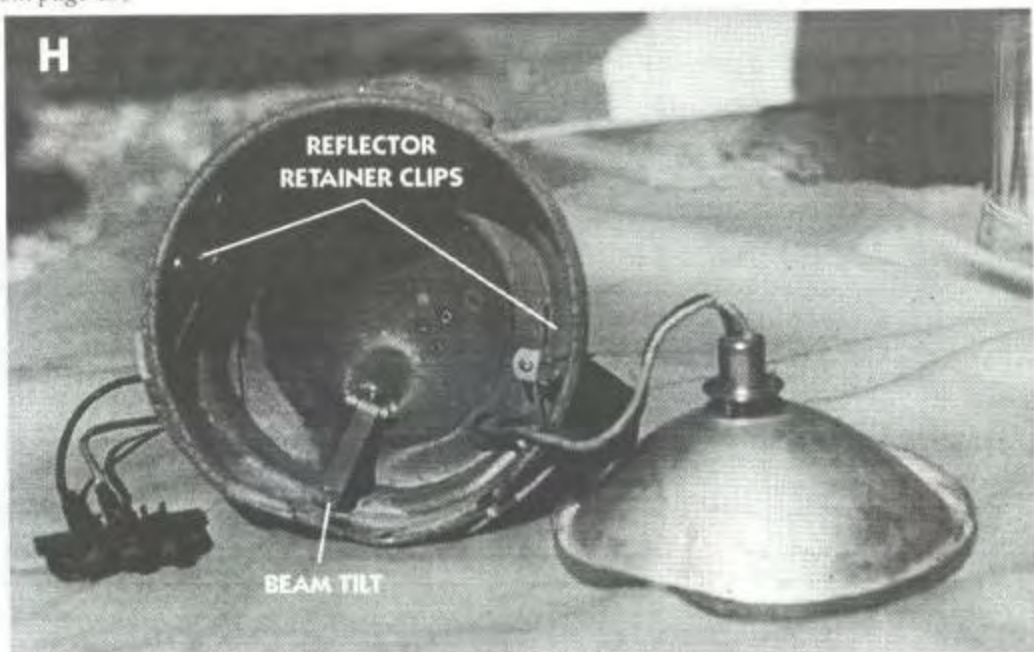
E. You can see one of the three long clips that holds the bucket in the headlight case. On the left is the metal cork gasket retainer ring. This ring is sometimes missing.



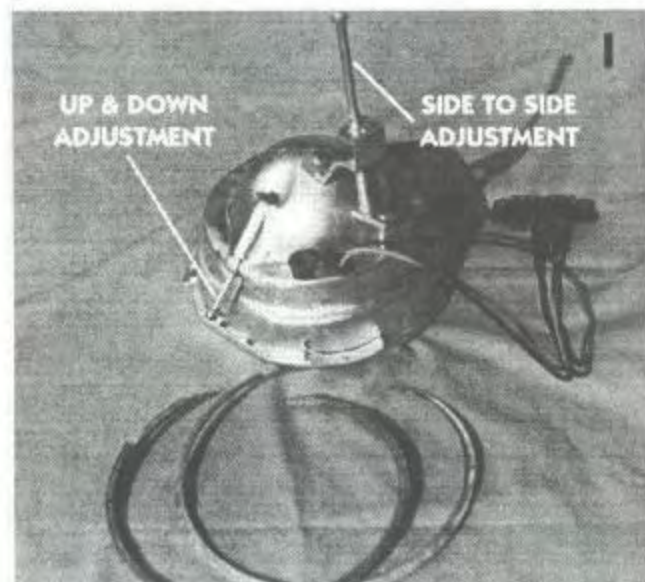
F. This shows the terminal strip that screws onto the pointed (*rear*) end of the headlight case. It's where you attach the wiring inside the engine compartment. Also note the cork gasket and its retainer ring, the clip at the flat bottom of the reflector that is part of the beam tilt mechanism and the three long tabs that hold the bucket in the headlight case. To remove the reflector from the bucket, press in on the reflector using cotton gloves so as not to scratch or leave fingerprints on the reflector. Press in near the metal tab on each side of the reflector.



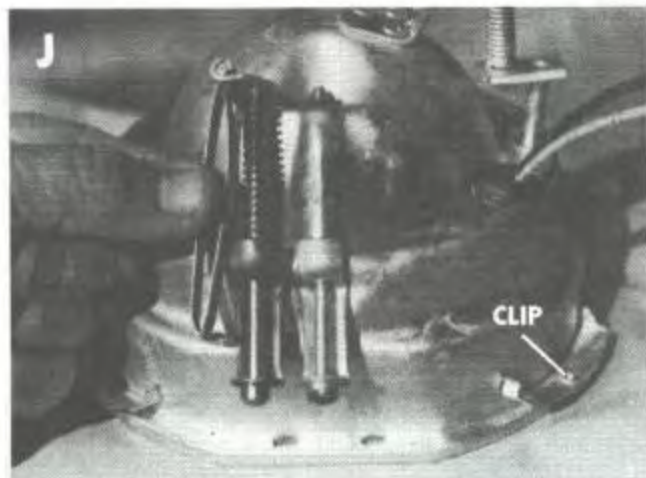
G. With the reflector pressed inward, use needle nose pliers to grab the clip holding the reflectors. Rotate the clip so its wide side lines up with the long slit in the tab, then twist and remove. People sometimes lose the factory clips and substitute cotter pins etc., so your buckets may not have these original style clips. You can buy reproduction clips for \$4 for a set of 4 from **I & I Reproductions**, 15513 Vermont Ave., Paramount, CA 90723. Phone (562) 531-8117. Ask for Part No. **HR 13**.



H. Now the reflector can be removed from the bucket. Note the metal tab that clips to the flat bottom portion of the reflector to tilt the beam. Note the two wire springs that slip over a metal tongue at each side of the bucket. If the bucket is held upside down, they'll fall out. So put them in a safe place for re-assembly. These springs push against the back of the reflector to help hold it in place.



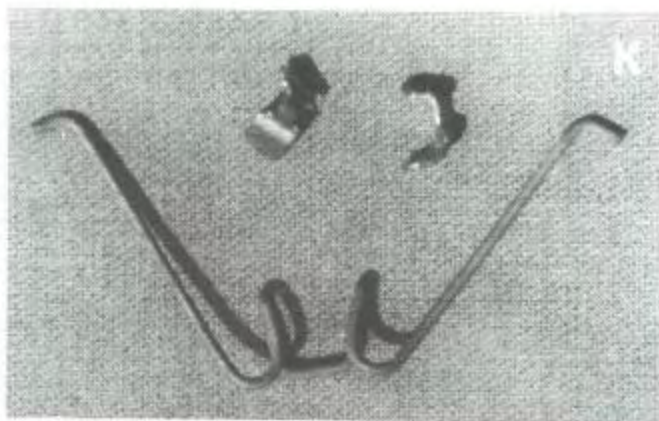
I. With the reflector removed, you can clean the bucket and remove any rust. Then spray it to keep it from rusting. The buckets were originally cad plated, but I usually paint mine. If you want the cad look, **Eastwood** sells a Silver Cad paint in an aerosol can. Order No. 1903Z at \$9.00 a can. Phone: 1-800-345-1178 in the US. Note the two wires (for high and low beam) that run through an orange colored original rubber grommet. These grommets are usually in bad shape and should be replaced.



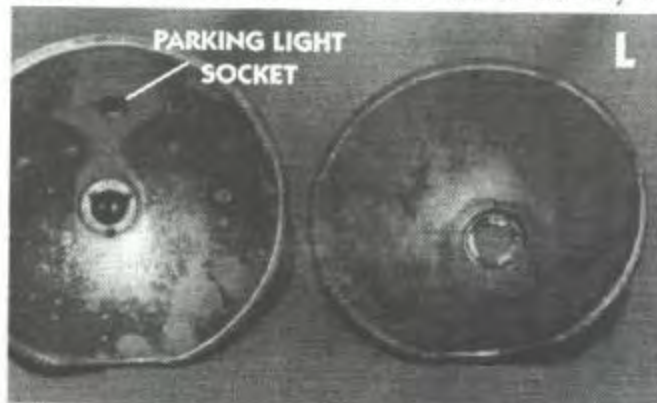
J. If you disassemble the tilt adjustment, note that the spring and long clip go inside the bucket. You also get a good view of one of the three long clips that hold the bucket in the headlight case.



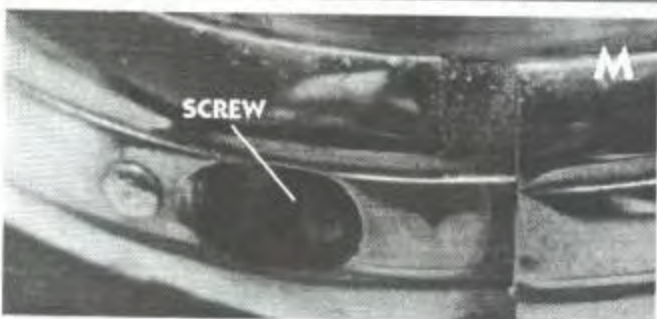
Headlight Bulbs used in '37-'38 were **2320-L**. They were rated at 32-21 candle power with the approximate amperes at 5.00-3.50. In a future issue I will write an article on halogen bulbs and how you can adapt them to your '37 or '38 for brighter headlights.



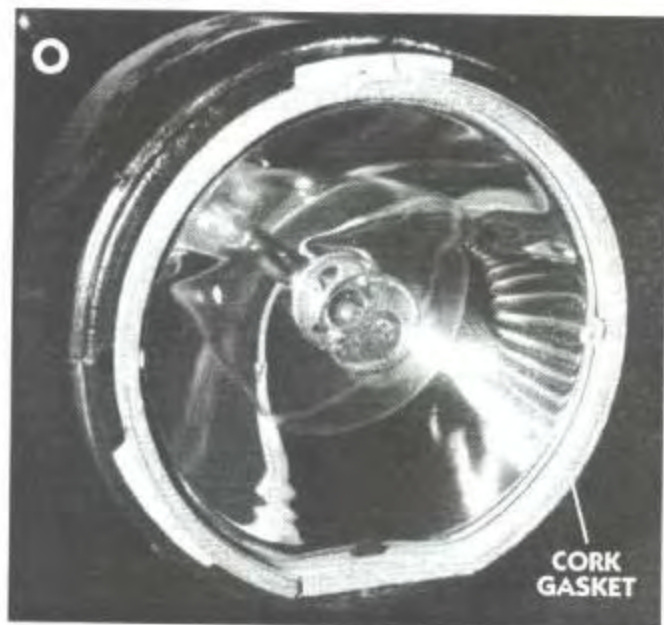
K. Close-up view of one of the two springs that press against the back of the reflector inside the bucket. The reflector is held in the bucket by the two small clips.



L. Other GM reflectors are nearly identical to the Buick reflector. The only difference between this '38 Chevrolet reflector (left) and the Buick (right) one is the parking light socket position in the reflector. Chevrolet and Cadillac had the parking light as part of the headlight while Buick had fender parking lights. This is one of the features I like so much on the Buick, the matching parking light and headlight. With Chevrolet, you could purchase an accessory fender parking light at extra cost.



M. Note the screw at the bottom of the stainless bezel. It holds the bezel to the headlight case. There is a left and right lens and bezel. The bezel screw head should face the outside of the car.

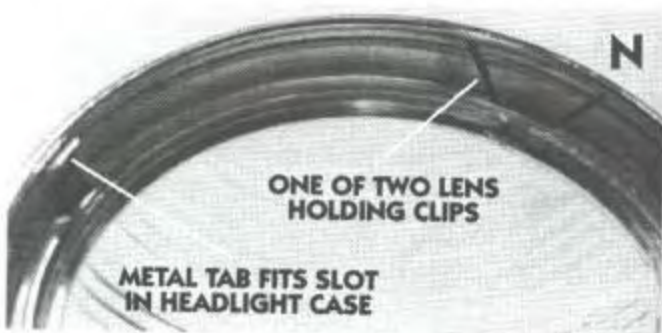


O. Here is the freshly restored headlight with everything in its place. A project such as this gives your car brighter lights as well the satisfaction of a job well done. A good source of headlight parts such as springs, clips etc. is:

Headlight Headquarters

Donald Axelrod
35 Timson Street
Lynn, MA 01902

Phone (617) 598-0523



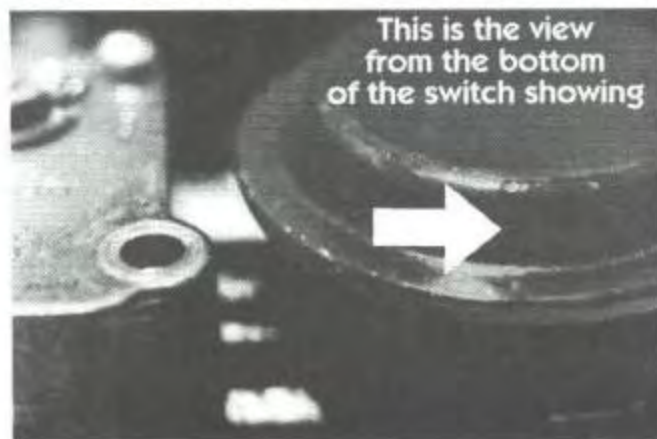
N. The back side of the lens and its bezel show the lens is held in place with metal clips. The bezel has a metal tab that fits into a slot in the headlight case.



Technical TIPS

(From United Motors Service Bulletin Dated 3-29-38)

This is a revise from the May/June '98 T/T issue.



This is the view
from the bottom
of the switch showing

1938 VACUUM STARTING SWITCH

A quick check of the switch can be made while the unit is on the car. With the engine running, place a finger over the little relief hole in the rim at the bottom of the switch diaphragm cover. (see arrow)

If a suction can be felt or a hissing sound heard, the diaphragm is leaking and the switch should be replaced.

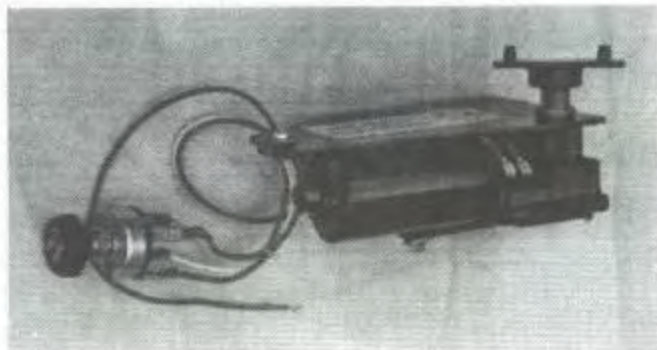
Photo at right shows the configuration of the switch mounted on the carburetor.



RELIEF HOLE ↑

ELECTRIC WINDSHIELD WIPERS

Butch's Rod Shop in Dayton, Ohio (513-298-3000) sells 2-speed electric wipers for '37 to '48 Buick, Olds and Pontiac. It mounts under the cowl and hooks to the original wiper towers and linkage. A 2-speed wiper switch and wiring is included with the motor. The part number is #9115 and the price is \$170.00. Thanks to **Carl Dahl** (#868) in Sacramento, CA for sharing this information.



Basil Ounsted (#1346)
3916 Bedford Road
Victoria, B.C.
Canada V8T 1C5
37-41

WELCOME NEW Members

John Vurconic (#1347)
802 Barnsdale Rd.
Allentown, PA 18103
37-41

George Corse (#1349)
222 Ridgewood Rd.
Media, PA 19063
38-61

Charles Konesky (#1348)
110 Stolle Rd.
Elma, NY 14059

Jon Hoffman (#1350)
4739 E. Sunrise Dr.
Tucson, AZ 85718

Richard Sirianni (#1351)
2880 S.W. 119
Beaverton, OR 97005
37-41

John Ream (#1352)
490 West Main Street
Monrovia, IN 46157
37-61

Parts FOR SALE

• NOS PARTS

1941-42 dual manifold pieces for SMALL SERIES engines

Intake.....	\$175
Front Exhaust.....	\$225
Rods for 1937-1950 series 40 and 1940-1950 series 50.....	\$50/each
Have total of 13. Price for entire lot.....	\$350

• REPRODUCTION PARTS

1938 Roadmaster Model 81 runningboard cores, metal repros,

very good original detail.....\$230 pair

All parts plus shipping and handling.

Bill Rossiter (#947)

1325 Waterloo Court, Riverside, CA 92506 (909) 682-2096

• 1938 PARTS

BIG SERIES fuel pump.....	\$25
40 SERIES sedan trunk lid (excellent)...	\$50
Rebuilt generator.....	\$50
80 SERIES rebuilt starter.....	\$50
Stainless trim.....	\$10
Grills, need replating.....	\$45 set
Ash trays.....	\$5 each
80 SERIES tire rim.....	\$20
Steering wheel core.....	\$25
Headlight bucket stainless trim.....	\$10 each
Light switch.....	\$20
Stop light switch.....	\$5
LARGE SERIES water pump.....	\$25
Pulley.....	\$10
Fan blade.....	\$20
Light switch.....	\$20
LARGE SERIES rocker cover...	\$20

• 1937 PARTS

Bumper guards.....	\$10
Parking lights.....	\$25
Rear springs.....	\$75 pair
Trunk hold-up arms.....	\$10
Sun visors.....	\$10
Bumpers.....	\$20
Running board brackets.....	\$35 set
Trunk lid (40 series sedan)...	\$30
Doors (40 series 4 Door sedan)...	\$25
Stainless (40 series).....	\$10 a piece
Tail lights.....	\$20 each
Head light bucket trim.....	\$10 each

Fan blades.....	\$20
Escutcheon plates.....	\$2.50 each
40 SERIES window winders.....	\$10
40 SERIES door handles.....	\$10
Radio grille.....	\$20
Glove box door.....	\$5
Arm rests.....	\$5
Dome light, no glass (40 series).....	\$5
Headlight switch.....	\$20

John Baine (#1090)

RR2, Bradford, Ontario

CANADA L3Z 2A5 (905) 775-2622

• 1937 PARTS

I have street-rodged a 1937 Buick Special 4-door sedan and have these parts for sale:

- Complete front end and rear end
- Rebuilt straight eight engine (46,000 miles) and transmission
- Gauge cluster
- Radio
- Heater
- Clock
- Wheels and nearly new tires
- Wiper motor and transmission, newly rebuilt
- Steering column with key and steering wheel
- Hubcaps and beauty rings
- Also similar parts from a 1936 Special 4-door sedan

Gene Bowman (#1287)

3560 Ruckerville Road, Winchester, KY 40391

e-mail: MGBOWMAN@MEGINC.COM

Phone: (606) 744-1607

• 1937 PARTS

1937 CENTURY rear axle with 3.9 ring and pinion gears.

Complete with torque tube.....\$1,000 firm.

Jim Brady (#751)

4826 N. Nashville Ave., Chicago, IL 60656

(773) 775-8910

• 1938 PARTS

- **Rare Fold-Down Rear Trunk Guard.** New chrome. **TRADE ONLY** for front horseshoe grille guard and Buick 8 bumper badge in like condition.

- 1937-1938 Parts-**FREE**, you pick up.

- CENTURY non-welded front fenders. 1937 left, 1938 right. Lots of surface rust. Minor rust in bead. Not dented.

- 1938 CENTURY frame, shortened 14 inches in center. Good front and rear sections. (See Torque Tube Vol. XIII, No. 4, page 10).

Lou Wildt (#245), 2210 Trappers Knoll, Batavia, OH 45103-2656

(513) 732-2609

• **1937 PARTS**

1937 Original Used Hubcaps. Fair to good condition.....\$75 set
Steve Nathanson (#656)
 69 Terrace Rd., Walnut Creek, CA 94596 (925) 947-6711

• **1938 PARTS**

Running boards for a SPECIAL.....\$100
 Grille, pitted but not broken.....\$75
 Rear bumper gravel guard.....\$75
 Hood ornaments.....\$15 each
 Assorted door & window handles.....\$15 each
 Head for a SPECIAL.....\$100
 SPECIAL trunk lid, rough.....\$50
 Clock.....\$50
 Front hood hinge.....\$150
Joseph Kassakian (#26)
 c/o The Carpet Gallery Inc., 117 Water St. Rt. 206N, Newton, NJ 07860
 (973) 383-5435

• **1938 PARTS**

1938 SPECIAL 2-Door Sedan Model 44 body shell plus both doors and trunk lid.
 Body in storage in Quincy, Illinois.. \$750 or b.o.
John Harter (#949)
 157 Mira Velero, San Clemente, CA 92673 (949) 492-7674

• **1937 SPECIAL PARTS**

Robe rope & escutcheons (pitted).....\$8
 Headlight switch (2).....\$20 each
 Clocks (3).....\$15-\$25
 Horn relay.....\$2
 Vacuum starter switch, stuck, repairable...\$10
 Headlight bucket moldings (2).....\$15 pair
 Horn button & retaining ring (complete).....\$25
 Steering column locking device, painted with key.....\$45
 Kick panels, new Hampton Coach.....\$20
 Klaxon horns pair. Painted & ready to install.....\$50 pair
 Nose emblem, good.....\$15
 Rear view mirror.....\$10
 Radio covers, blanks for cars w/o a radio.....\$15
 Firewall ID tag for a blue '37 Model 41 4-door sedan.....\$15
 Robe rope escutcheon, pair.....\$10
 Sun visor brackets.....\$15 pair
 Distributor #663Y 91105.....\$25 or b.o.
 Fan blade.....\$8
 Fan pulley.....\$5
 Trunk license plate bracket, complete.....\$25
 Klaxon horns, non-working.....\$20 pair
 Hood louvers, pair, need some work.....\$25 pair

Moldings: Front door (pair), back door (pair), back door to trunk (pair).

Sell only as pairs.....\$50/pair or b.o.

Molding: Front door to hood (pair). Sell only as a pair.....\$20

Hood moldings, sell only as a pair, excellent condition.....\$100 obo

Engine splash pans.....\$50 pair obo

Moldings, back door, right only.....\$15

Molding, back door to trunk, right only.....\$15

Garnish moldings, all plus dashboard. Need restoration. Dash needs minor repairs.

Will consider separating.....\$125 obo

Door sills, original, good usable condition for a 4-Door sedan.....\$35 obo

Steering wheel center, complete w/emblem.....\$15

• **1938 CENTURY PARTS**

Exhaust Manifold, left & right side, no center section.....\$25 each

Fan.....\$10

Pulley.....\$10

Distributor #663Z 3327.....\$30 obo

Firewall ID tag for a 37-61 4-door sedan.....\$20

Battery cover.....\$10

Chrome (inside) door trim. Needs repair.....call

Wiper motor, stuck.....\$15

Vacuum starter switch.....\$25

• **1937 ALL SERIES PARTS**

Klaxon trumpet horns, complete with mounting bracket, rare.....\$75

Parking light, no lenses, complete.....\$65 pair

Tail lights w/bezels & lenses, complete.....\$50 pair

• Picnic Set (30's/40's) with 6 cups, 6 plates, 6 forks, 6 knives.

Green colored with black suitcase type case, with 2 Thermoses.....\$100

Prices do not cover postage. 20% extra for postage, or actual postage when ordering large order.

All prices are subject to dickering. Will take reasonable offers.

Jerry Root (#422)

71 South Pollard Dr., Fulton, NY 13069 — (315) 593-2346

Extra! Extra!

Back Issues Now Available!

THE FOLLOWING BACK ISSUES ARE AVAILABLE FOR \$4.00 EACH POSTPAID.

- 1991-1992 Volume X - Numbers 1 through 8
- 1992-1993 Volume XI - Numbers 2, 4, 5, 6 and 7
- 1993-1994 Volume XII - Numbers 2, 4, 5, and 6
- 1994-1995 Volume XIII - Numbers 1, 2, 4, 5, and 6
- 1995-1996 Volume XIV - Numbers 3 through 6
- 1996-1997 Volume XV - Numbers 3 through 6

Please make your checks payable to:

The 1937-1938 Buick Club, 1005 Rilma Lane, Los Altos, CA 94022 USA

(continued from page 26)

• **PARTING 1937 & 1938**

The following is just a portion of the parts available. Call with your needs.

• **1937 PARTS**

Master and DeLuxe heaters.....	\$75 each
Rear Fenders, 40-60 Series, excellent.....	\$150 each
SPECIAL grille shell, mint condition.....	\$125
SPECIAL front fenders, non-welled, excellent.....	\$150 each
ROADMASTER rims.....	\$25 each
ROADMASTER axles.....	\$100 pair
ROADMASTER front suspension.....	call with needs
Coupe & 2 Dr. Sedan side stainless, complete sets.....	\$75
CENTURY brake & clutch pedal assembly.....	\$35
CENTURY radiator.....	\$75
SPECIAL radiator.....	\$75
Rear springs 40 & 60, good condition.....	\$100 pair
Radio delete plates.....	\$15
SMALL SERIES throttle linkage.....	\$25
BIG SERIES rocker assemblies.....	\$50
Fender lights.....	\$65 pair
Trunk lights, complete.....	\$50
Tail lights with lenses, all series.....	\$50 pair
Wiper transmissions.....	\$50 pair
Special manifold.....	\$75
Throttle cable.....	\$20
SPECIAL transmission.....	\$100
SPECIAL splash pans.....	\$40 pair
CENTURY hood.....	\$200
Headlight switch.....	\$20
Radio grilles.....	\$15
Wiper motors.....	\$15
Trunk hold-up arms.....	\$20
Sun visors.....	\$15
Bumpers.....	\$30 each
Bumper arms.....	\$15 each
Steering wheel.....	\$50
40 & 60 running board brackets.....	\$50 set
Parts radio.....	\$25

• **1938 PARTS**

DeLuxe Heaters.....	\$75 each
Trunk emblem.....	\$35
40 & 60 sedan trunk lid, no rust.....	\$75
Breather tubes.....	\$10 each
Trunk hold-up arms.....	\$20
734Z starter with solenoid.....	\$50
Horn button.....	\$10
SPECIAL hood lettering.....	\$20 pair
Defroster ducts.....	\$15 pair
Wiper transmissions.....	\$50 pair
Rear license plate stand, bracket & light for sedan.....	\$45
Tail lights, complete.....	\$75 pair
Assist straps with screws.....	\$10 each

Throttle cable.....	\$20
SPECIAL radiator.....	\$75
Battery tray.....	\$20
Generator.....	\$50
SPECIAL manifold, complete.....	\$75
SPECIAL hood sides & tops.....	\$25 each
Gas tank door.....	\$10
Grille, no cracks, minor pitting.....	\$200
Fender lights.....	\$100 pair
CENTURY radiator.....	\$100
SPECIAL coupe window moldings.....	\$100
Cigarette lighter.....	\$25

• 1937-1938 PARTS

SPECIAL running boards, solid cores.....	\$200 pair
Headlight buckets.....	\$20 each
LARGE SERIES air cleaner.....	\$75
40-60 kingpin sets.....	\$30
Starter drives.....	\$20
LARGE SERIES fan belts, new.....	\$15
Map light switches.....	\$15
SMALL SERIES spark plug covers.....	\$40
Rear fender splash aprons.....	\$15 each
BIG SERIES manifold ends.....	\$50
16" beauty rings.....	\$10 each
2 Door rear ash trays.....	\$20 pair
Headlight bezels.....	\$20 each
Trunk hinges.....	\$75 pair
Front arm rests.....	\$25 pair
40 & 60 rear vent windows, need plating.....	\$50 pair
Rear view mirrors.....	\$15
SPECIAL rear motor mounts.....	\$15
CENTURY rear motor mounts.....	\$35
40 & 60 4 dr. sedan doors.....	\$50 each
Front vent window frames & mechanisms.....	\$35 each
BIG SERIES fuel pump cores.....	\$50

Dave Tacheny (#997)

11949 Oregon Ave. N.

Champlin, MN 55316

(612) 427-3460

• 1937 PARTS-ALL SERIES

Steering wheel cores.....	\$30-\$40
New voltage regulators, 4 terminal.....	\$45
Bumper cores, need rechroming (SPECIAL & CENTURY).....	\$30 each

• 1937 SPECIAL PARTS

Transmission, short tailshaft, open driveline floorshift transmission. Same bolt pattern as Buick Special.....	\$125
Valve cover, clean, painted.....	\$8
Bellhousing.....	\$25
Head bolt set, used.....	\$3
Thermostat housing, two pieces.....	\$10

(continued from page 28)

Exhaust center manifold portion with heat riser.....	\$30
8 used domed aluminum pistons, standard bore, useable.	
8 rods #31317416B, babbeted.....	\$40
One set of used valve lifters.....	\$5
Water pump pulley.....	\$3
Engine breather tube.....	\$3
Rocker arms, used.....	\$12
Three rims, no tires.....	\$15 each or 3 for \$40
Kingpin set. Thompson 36SN.....	\$30
New pressure plate, 10 inch diameter, Coarse spline disc, new throwout bearing.....	\$75 for all 3
1937 CENTURY rear end. Complete including brakes, drums, torque tube. Has 3.9:1 gears for use in a Special.....	\$375

• **1937 ROADMASTER PARTS**

Front seat wood frame, with adjuster mechanism. Very good wood. No cushion springs.....	\$125
1938 Steering wheel core with good horn button.....	\$50

• **1936 PARTS** (possibly useable in 1937?)

2 disassembled large series transmissions.....	\$75 each
Good smooth shifting transmission.....	\$150
New Y & Z wiring harness.....	\$255
Large series intake manifold.....	\$25

All prices plus shipping

David Powers (#894)
27732 Paseo Barona,
San Juan Capistrano, CA 92675
(949) 493-1199

(also from same member)

INFORMATION WANTED:

Any information on front-rear suspension/engine swap on a late model Corvette into Roadmaster chassis. Anyone have any experience or problems to avoid, or suggestions or better choice? Thanks,
David Powers (#894)

Parts WANTED

WANTED:

Left rear door hinge
and hood ornament for
a 1936 SPECIAL sedan.
Gene Bowman (#1287)
3560 Ruckerville Road
Winchester, KY 40391
e-mail: mgbowman@meginc.com
Phone: (606) 744-1607

Car WANTED

WANTED: 1938

1938 Buick 4-Door
hump back sedan
to restore.
Contact:
Pete Dunkel
(614) 891-2639 in Ohio

Cars FOR SALE

FOR SALE: 1937 CENRUTY

4-Door Convertible Sedan Model 60C
New chrome, Acuff running boards, all stainless polished. I have all the parts to complete. Runs great. Needs top and interior.

\$17,000 firm

Jim Brady (#751)

4826 N. Nashville Ave.

Chicago, IL 60656

(773) 775-8910

FOR SALE: 1938 SPECIAL

4-Door Trunk Back Sedan Model 41
Sidemounts, new chrome, wiring, tires, upholstery.

All electric's rebuilt. New paint.

Lost interest

\$8,900

Joseph Kassakian (#26)

c/o The Carpet Gallery Inc.

117 Water St. Rt. 206N

Newton, NJ 07860

(973) 383-5435

FOR SALE: 1938 SPECIAL

4-Door Trunk Back Sedan Model 41

All stock. 75,700 original miles. Black with wide white-wall tires.

Red rims with silver striping.

No rust. The chrome, stainless trim and grille are all outstanding.

Very nice looking '38 Buick. Has won several trophies.....**\$10,000** OBO

Paul Dahl

North St. Paul, MN

(651) 770-1242 evenings

FOR SALE: 1938 SPECIAL

Sport Coupe Model 46S.

Dual sidemounts, Tripp lights, front bumper badge, horseshoe grill guard, groundup restoration. Has won A.A.C.A. 1st Jr., 1st Sr., 1st Grand National, and 7 preservation awards..... **\$25,000**

Russ Dawson (#504)

Phone: (Florida) (407) 841-8466.

E-mail dawson@purplenet.net

FOR SALE: 1938 SPECIAL

4-Door Trunk Back Sedan Model 41

(see photo at right)

Good original condition, very complete. Have original (not reproduction) owners manual, service coupons and records.

Enjoyable driver as is, or would make easy restoration.

Asking.....**\$10,000** OBO

(also from same member)

WANTED:

1937 or 1938

CENTURY

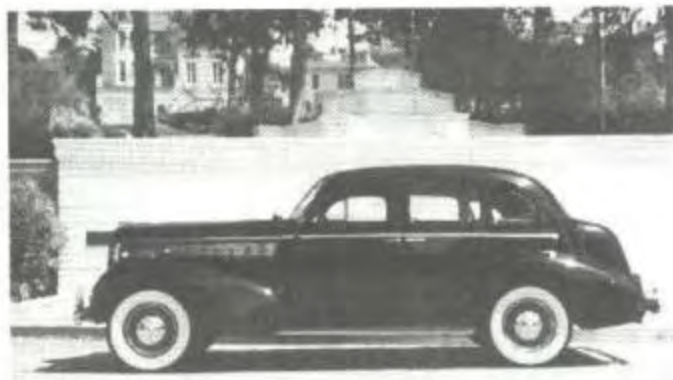
Prefer 4dr trunk sedan, but others considered. Prefer excellent restoration or complete original car with potential for same.

Bernard S. Thurman (#1343)

640 Pacheco Street

San Francisco, CA 94116

(415) 731-3414



CONVERTIBLE SUN VISORS

Sun Visors

Fits 1935-36-37-38-39

\$165.00 each

These are authentic visors.

All parts are chrome plated.

visors are covered with Tan Haartz Cloth.

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(619) 283-3063

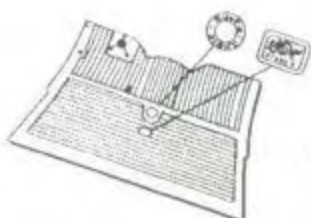
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FRONT FLOORMAT
1937-38 All Models
Black or Brown
FF-378.....\$195.



DOOR WEATHERSEAL-SPONGE

Glue-in.....DW-378.....\$1.80 ft.
Clip-in.....DW-80.....\$3.25 ft.
Clips.....WC-80.....\$.75 ea.



DOOR BOTTOM SEAL

Clip Type.....DW-369.....\$2.25 ft

TRUNK SEAL-SEDANS. 1/2" Wide;

Ser. 80-90.....TW-371.....\$35.50

Sedans. 3/4" Wide;

Ser. 40-60.....TW-371S.....\$37.50



TRUNK SEAL For COUPES. 5/8" x 1"

Sponge.....TL-369.....\$2.00 ft.

1/2"x1"x16" TL-1129.....\$47.50



CLUTCH and BRAKE PEDALS Series 40-60

Black.....CB-343BK.....\$5.95 ea.

Brown.....CB-343BN.....\$5.95 ea.



PEDAL FLOOR SEALS; All Models

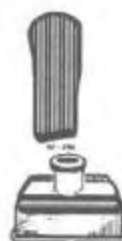
.....FS-375.....\$12.50 pr.



1937 ONLY! ACCELERATOR PEDALS Series

40-60 Back.....AP-37BK.....\$32.00

Brown.....AP-37BN.....\$35.50



SHIFT BOOT. 1937-38 Series 40 Only!

Black.....\$9.25

Brown.....\$18.50

Series 80-90 Black ONLY.....\$8.50

DOOR SILLS; Trim To Fit

2-Door \$62/pr. 4Door \$93/set.

GLOVE BOXES; \$27. ea.

PARKING LIGHT LENS.....\$18.00 ea

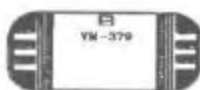
CARB. KITS: CARTER.....CK-360C.....\$26.00

STROMBERG.....CK-37XS.....\$26.00

TORQUE BALL SEAL KIT. All Models

TBK-343.....\$26.00

VISOR "VANITY" MIRROR. VM-379.....\$27. ea.



LICENSE PLATE FRAMES. Chromed Brass

LF-333P.....\$62. Pair



FRONT END PARTS For 40-60 Series;

Upper Outer Kit.....\$39.50

King Pin Sets.....\$38.50

Lower Inner Bushings.....\$20.00

Tie Rod End.....\$27.00



EXHAUST MANIFOLDS

1937-38 Series 60-80-90

ENDS \$180. CENTER \$182. VALVE BODY \$195.

RUNNING BOARD INSULATORS. 1937-38

All Models. ALL NEW MATERIAL!

4 Needed Per Running Board.

RI-37BS.....Set of 8.. \$160.00



HOOD REST PADS. 1937-38 6-8 Per Car.

HR-378.....3.50 ea.



DASH GLASS. SILK-SCREENED on

Back of GLASS in COLORS as

Original. 1937.....SPEEDO DG-37.....\$38.

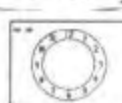
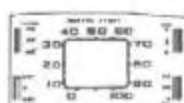
RADIO.....RG-37.....\$23.

CLOCK.....CG-37.....\$28.

1938.....SPEEDO DG-38.....\$38.

RADIO.....RG-38.....\$23.

CLOCK.....CG-38.....\$28.



PLASTIC DASH KNOBS DK-37(38).....\$6.

PLASTIC DOOR HANDLE and Window

Winder RINGS. HE-37(38).....\$6.



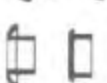
OUTSIDE DOOR HANDLE CHROME

and RUBBER GROMMETS.

1 FERRULE & 1 GROMMET Per Set.

1937.....DGF-296.....\$5./Set

1938.....DGF-380.....\$5./Set



DOOR FERRULE INSTALLATION TOOL.

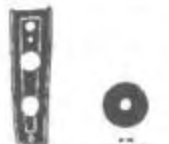
\$20. Refundable if Returned Within

30 Days. DF-TOOL.....\$29.



1938 TRUNK HANDLE/LIGHT MOUNTING

SEAL.....DH-381.....\$8.95



MOTOR MOUNT, FRONT. All Models

ROUND PADS.....SP-338.....\$10. pr.

MOUNT.....MM-347.....\$25. ea.



TRUNK HINGES for 40-60. Chrome Plated \$150. pr.

1937 HUB CAPS. All Ser.....HC-37.....\$60. ea.

WHEEL Beauty Rings. 15" or 16".....\$99./Set of 4

1937 or 38 HOOD ORNAMENT.....\$85.

SOME OTHER ITEMS WE STOCK; BEARINGS,

DECALS, ENGINE PAINT, DECALS, SHOP

MANUALS, PARTS BOOKS, BODY BOOKS and MORE.

SHIPPING; 10% max \$9. min. \$4. Prepaid. C.O.D. Add \$5.

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VISA- MASTERCARD-DISCOVER or C.O.D. CATALOG #45 \$5.00 - PHONE ORDERS - (Write For Catalog)

I sent him a copy of the **Torque Tube** and hopefully he will join our Club.

This beige '38 Roadmaster sedan Model 81 belongs to **Andrew Leiser** (#1340) in Davis, California. Andrew writes: "My first memory of Buicks dates to about 1926 when I was 3 years old. I fell out the left rear door of our 1919 touring car (an old open sedan). I learned to drive about 1937 in a '31 Buick 4-door sedan with sidemounts. Currently I have four 'Better Built' autos, a '28 Country Club Coupe, the '38 Roadmaster, a '90 Station wagon and a '95 Roadmaster station wagon. Would one say that 'Buicks are in my blood?' Or was it that early fall on my head(?) that has made me Nuts about Buicks."



Regarding the centerfold in the March/April issue showing Goering driving up in a 1938 Roadmaster to be met by Hitler. Long time military collector and author Thomas Wittmann writes: "I believe the occasion here was the arrival of Goering for the signing of the French Capitulation in the Compiegne Forest. This was held on June 21st, 1940 and was the occasion when the French signed over the capitulation of their country in the same Railroad car in which the W.W.I Armistice was signed. Obviously, the delight on Goering's face reflects this momentous occasion for the Third Reich. The Buick automobiles were probably owned by the French Gov-

≡TORQUE TUBE≡

You can now find your '37-'38 Buick Club on the World Wide Web.
<http://www.classicar.com/clubs/buick/buick.htm>

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Please send all articles, ads subscriptions and inquires, etc. to:

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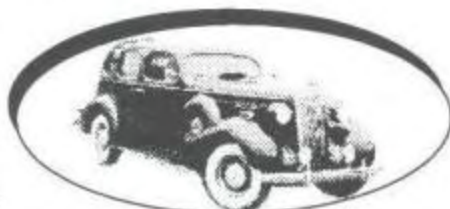


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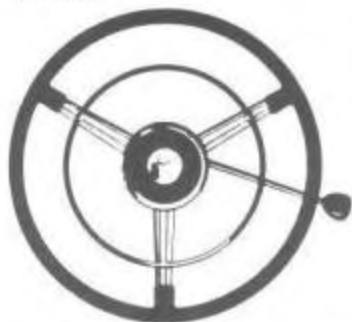
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